

# Speed



2

## Section 4: Speed

0

### Trends

Speed-Related Crashes 2000-2009 ..... 62

### Counties

Speed-Related Crashes by County ..... 63

### Drivers

Driver Age..... 64

Driver Gender ..... 64

### Crash Conditions

Crash Severity ..... 65

Urban/Rural Location..... 65

Month..... 66

Day of Week ..... 66

Hour..... 67

Vehicle Type..... 68

Speed Limit..... 68

Travel Speed ..... 69

Difference in Travel Speed From Speed Limit..... 70

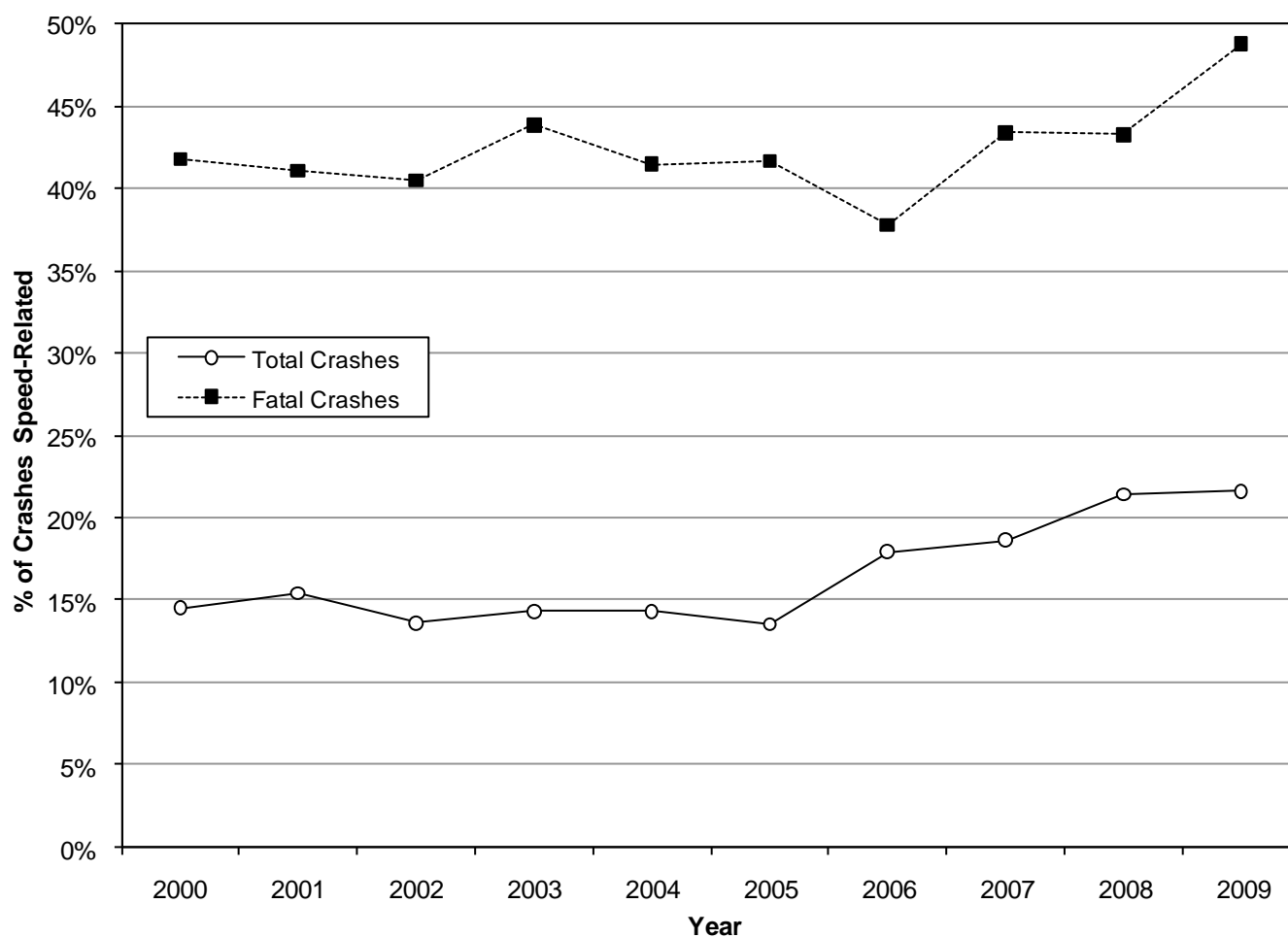
0

9

## Trends

### Speed-Related Crashes (Utah 2000-2009)

Speed-Related Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All #	Speed #	%	All #	Speed #	%	All #	Speed #	%	All #	Speed #	%
2000	33,269	4,687	14.1%	19,564	2,934	15.0%	318	133	41.8%	53,151	7,754	14.6%
2001	33,113	5,037	15.2%	19,332	3,003	15.5%	258	106	41.1%	52,703	8,146	15.5%
2002	33,542	4,379	13.1%	19,552	2,770	14.2%	274	111	40.5%	53,368	7,260	13.6%
2003	31,842	4,498	14.1%	18,285	2,604	14.2%	262	115	43.9%	50,389	7,217	14.3%
2004	34,222	4,836	14.1%	19,423	2,764	14.2%	260	108	41.5%	53,905	7,708	14.3%
2005	35,158	4,676	13.3%	19,545	2,653	13.6%	235	98	41.7%	54,938	7,427	13.5%
2006	37,674	6,450	17.1%	18,264	3,539	19.4%	249	94	37.8%	56,187	10,083	17.9%
2007	42,368	7,612	18.0%	18,619	3,687	19.8%	258	112	43.4%	61,245	11,411	18.6%
2008	38,997	8,311	21.3%	17,125	3,622	21.2%	245	106	43.3%	56,367	12,039	21.4%
2009	35,398	7,607	21.5%	15,752	3,379	21.5%	217	106	48.8%	51,367	11,092	21.6%
<b>Total</b>	<b>355,583</b>	<b>58,093</b>	<b>16.3%</b>	<b>185,461</b>	<b>30,955</b>	<b>16.7%</b>	<b>2,576</b>	<b>1,089</b>	<b>42.3%</b>	<b>543,620</b>	<b>90,137</b>	<b>16.6%</b>



- Speed-related crashes are a concern because of the increased potential for severe injury and death.
- The 10-year trend shows that 16.6% of total crashes and 42.3% of fatal crashes in Utah are speed-related.
- The percent of crashes that were speed-related increased for the fourth year in a row.
- Speed was a factor in 49.8% of fatal crashes in 2009 where speed was known.

## Counties

### Speed-Related Crashes by County (Utah 2009)

Speed-Related Crashes								
County	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Wasatch	137	44.9	42	13.8	1	0.33	180	59.1
Beaver	92	37.1	46	18.5	2	0.81	140	56.4
Salt Lake	3,208	37.7	1,215	14.3	16	0.19	4,439	52.1
Wayne	8	19.5	10	24.4	3	7.31	21	51.2
Uintah	122	34.3	54	15.2	1	0.28	177	49.8
Sevier	112	32.8	53	15.5	3	0.88	168	49.2
Daggett	12	38.9	3	9.7	0	0.00	15	48.6
Weber	531	32.7	233	14.4	10	0.62	774	47.7
Utah	1,004	27.5	550	15.1	8	0.22	1,562	42.8
Box Elder	265	28.9	115	12.5	5	0.54	385	42.0
Rich	12	24.7	7	14.4	1	2.06	20	41.2
Cache	224	26.0	120	13.9	7	0.81	351	40.8
Juab	107	27.8	46	12.0	2	0.52	155	40.3
Summit	187	26.3	88	12.4	3	0.42	278	39.1
Morgan	38	28.3	11	8.2	1	0.75	50	37.3
Iron	180	25.6	74	10.5	4	0.57	258	36.7
Millard	118	25.9	46	10.1	2	0.44	166	36.5
Garfield	20	16.9	20	16.9	2	1.69	42	35.5
Davis	645	23.9	304	11.3	4	0.15	953	35.3
Duchesne	56	24.5	20	8.7	3	1.31	79	34.5
Kane	31	21.7	15	10.5	3	2.10	49	34.3
Carbon	64	21.5	27	9.1	0	0.00	91	30.5
Tooele	136	16.4	82	9.9	6	0.72	224	26.9
Sanpete	34	15.6	18	8.3	3	1.38	55	25.3
Piute	4	13.1	3	9.8	0	0.00	7	23.0
San Juan	38	13.2	18	6.2	4	1.39	60	20.8
Washington	155	11.4	122	9.0	3	0.22	280	20.5
Emery	34	10.4	21	6.4	4	1.23	59	18.1
Grand	33	9.7	16	4.7	5	1.47	54	15.8
<b>Statewide</b>	<b>7,607</b>	<b>29.0</b>	<b>3,379</b>	<b>12.9</b>	<b>106</b>	<b>0.40</b>	<b>11,092</b>	<b>42.3</b>

- Wasatch (59.1), Beaver (56.4), and Salt Lake (52.1) counties had the highest rates of speed-related total crashes per 100 million vehicle miles traveled.
- Wayne (7.31), Kane (2.10), and Rich (2.06) counties had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Grand (15.8), Emery (18.1), and Washington (20.5) counties had the lowest rates of speed-related total crashes per 100 million vehicle miles traveled.

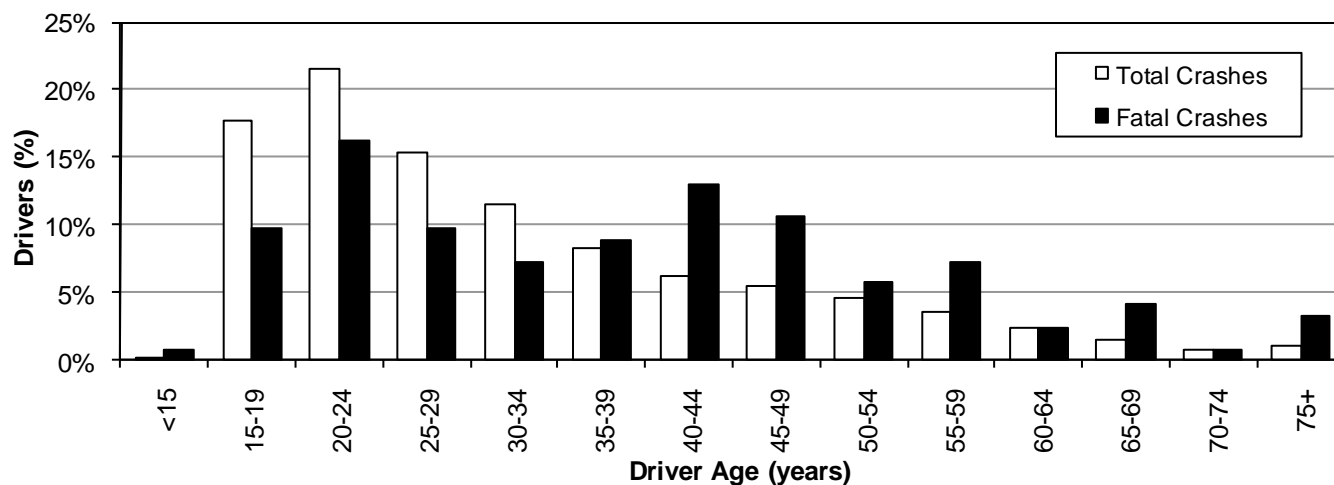


**Stop speeding before it stops you**

## Drivers

### Age of Drivers in Speed-Related Crashes (Utah 2009)

Speed-Related Drivers								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	3	0.0%	11	0.3%	1	0.8%	15	0.1%
15-19	1,394	17.4%	630	17.5%	12	9.8%	2,036	17.4%
20-24	1,748	21.8%	712	19.8%	20	16.3%	2,480	21.1%
25-29	1,208	15.1%	552	15.4%	12	9.8%	1,772	15.1%
30-34	929	11.6%	384	10.7%	9	7.3%	1,322	11.3%
35-39	653	8.2%	286	8.0%	11	8.9%	950	8.1%
40-44	454	5.7%	237	6.6%	16	13.0%	707	6.0%
45-49	407	5.1%	217	6.0%	13	10.6%	637	5.4%
50-54	363	4.5%	147	4.1%	7	5.7%	517	4.4%
55-59	256	3.2%	147	4.1%	9	7.3%	412	3.5%
60-64	190	2.4%	86	2.4%	3	2.4%	279	2.4%
65-69	101	1.3%	64	1.8%	5	4.1%	170	1.4%
70-74	42	0.5%	33	0.9%	1	0.8%	76	0.6%
75+	70	0.9%	37	1.0%	4	3.3%	111	0.9%
Unknown	193	2.4%	51	1.4%	0	0.0%	244	2.1%
<b>Total</b>	<b>8,011</b>	<b>100.0%</b>	<b>3,594</b>	<b>100.0%</b>	<b>123</b>	<b>100.0%</b>	<b>11,728</b>	<b>100.0%</b>



- Younger drivers had the highest percentage of total speed-related crashes and fatal crashes.

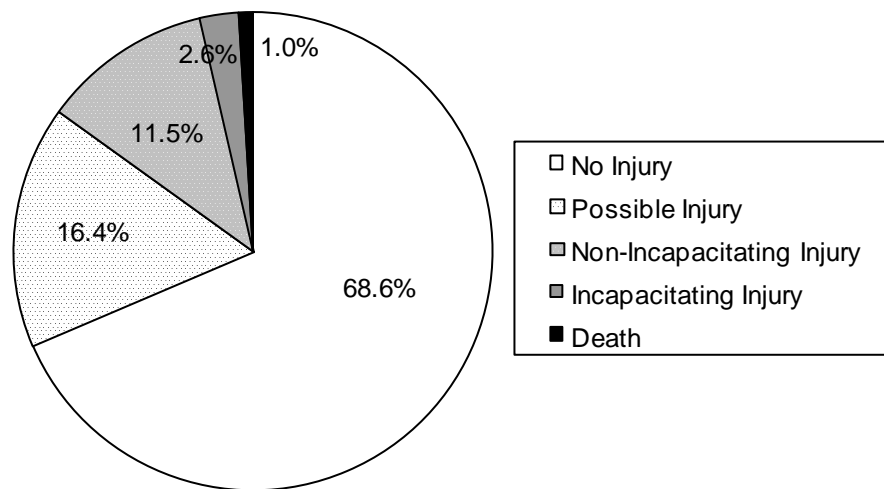
### Gender of Drivers in Speed-Related Crashes (Utah 2009)

Speed-Related Drivers								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	5,022	62.7%	2,180	60.7%	98	79.7%	7,300	62.2%
Female	2,833	35.4%	1,381	38.4%	25	20.3%	4,239	36.1%
Unknown	156	1.9%	33	0.9%	0	0.0%	189	1.6%
<b>Total</b>	<b>8,011</b>	<b>100.0%</b>	<b>3,594</b>	<b>100.0%</b>	<b>123</b>	<b>100.0%</b>	<b>11,728</b>	<b>100.0%</b>

- Male drivers represented 62.2% of the drivers in speed-related total crashes and 79.7% of the drivers in speed-related fatal crashes.

## Crash Conditions

### Speed-Related Crash Severity (Utah 2009)

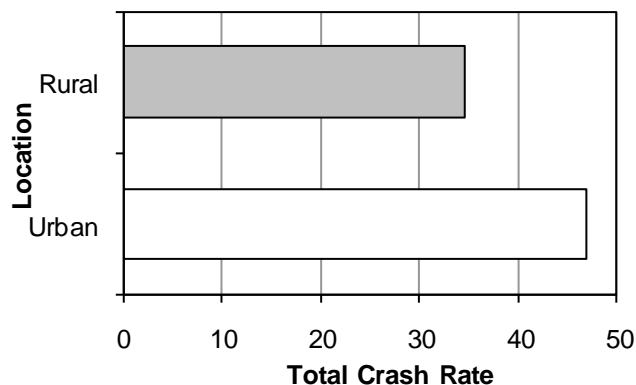


- A higher percentage of speed-related crashes were fatal (1.0%) compared to all motor vehicle crashes (0.4%).
- Speed-related crashes were 2.8 times more likely to be fatal than other motor vehicle crashes.
- The risk of death and severe injury is a direct exponential function of speed.

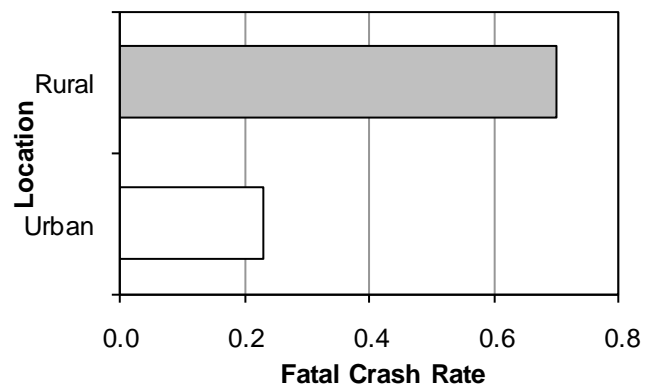
### Speed-Related Crashes by Urban/Rural Location (Utah 2009)

Speed-Related Crashes								
Location	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT	#	Rate per 100 Million VMT
Urban	5,388	32.7	2,302	14.0	38	0.23	7,728	46.9
Rural	2,219	22.8	1,077	11.1	68	0.70	3,364	34.6
<b>Total</b>	<b>7,607</b>	<b>29.0</b>	<b>3,379</b>	<b>12.9</b>	<b>106</b>	<b>0.40</b>	<b>11,092</b>	<b>42.3</b>

#### Total Crash Rates (Utah 2009)



#### Fatal Crash Rates (Utah 2009)



- While urban areas had a higher rate of total speed-related crashes per vehicle mile traveled, rural areas had a higher rate of fatal speed-related crashes per vehicle mile traveled.
- Speed-related crashes occurring in rural areas were 4.2 times more likely to result in a death than speed-related crashes in urban areas.

## Crash Conditions

### Speed-Related Crashes by Month (Utah 2009)

Speed-Related Crashes								
Month	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	1,191	38.4	390	12.6	4	0.13	1,585	51.1
February	797	28.5	303	10.8	6	0.21	1,106	39.5
March	736	23.7	281	9.1	11	0.35	1,028	33.2
April	468	15.6	251	8.4	9	0.30	728	24.3
May	321	10.4	207	6.7	11	0.35	539	17.4
June	318	10.6	241	8.0	9	0.30	568	18.9
July	311	10.0	217	7.0	8	0.26	536	17.3
August	309	10.0	214	6.9	14	0.45	537	17.3
September	319	10.6	237	7.9	11	0.37	567	18.9
October	403	13.0	204	6.6	9	0.29	616	19.9
November	479	16.0	260	8.7	8	0.27	747	24.9
December	1,955	63.1	574	18.5	6	0.19	2,535	81.8
<b>Total</b>	<b>7,607</b>	<b>20.8</b>	<b>3,379</b>	<b>9.3</b>	<b>106</b>	<b>0.29</b>	<b>11,092</b>	<b>30.4</b>

- Overall, December (81.8), January (51.1), and February (39.5) had the highest rates of speed-related crashes per day.
- August (0.45) and September (0.37) had the highest rates per day of fatal speed-related crashes.

### Speed-Related Crashes by Day of Week (Utah 2009)

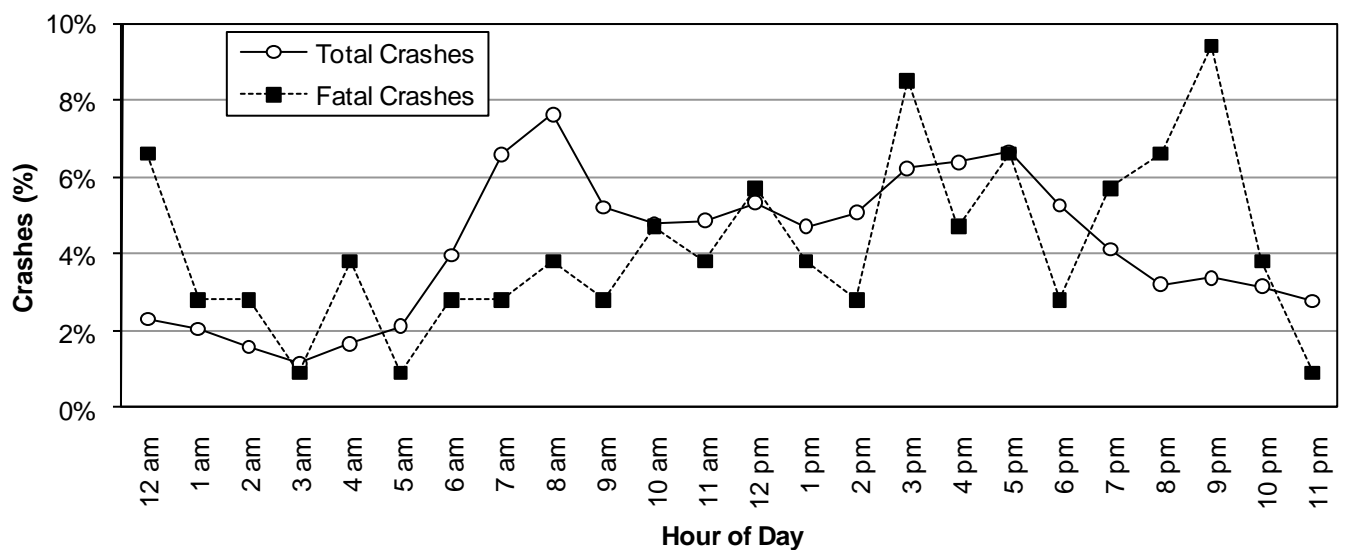
Speed-Related Crashes								
Day of Week	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Sunday	861	11.3%	407	12.0%	14	13.2%	1,282	11.6%
Monday	1,238	16.3%	511	15.1%	15	14.2%	1,764	15.9%
Tuesday	1,562	20.5%	587	17.4%	16	15.1%	2,165	19.5%
Wednesday	1,020	13.4%	442	13.1%	18	17.0%	1,480	13.3%
Thursday	841	11.1%	429	12.7%	12	11.3%	1,282	11.6%
Friday	785	10.3%	446	13.2%	13	12.3%	1,244	11.2%
Saturday	1,300	17.1%	557	16.5%	18	17.0%	1,875	16.9%
<b>Total</b>	<b>7,607</b>	<b>100.0%</b>	<b>3,379</b>	<b>100.0%</b>	<b>106</b>	<b>100.0%</b>	<b>11,092</b>	<b>100.0%</b>

- The highest percentage of speed-related total crashes occurred on Tuesday (19.5%) while the highest percentage of fatal crashes occurred on Saturday (17.0%) and Wednesday (17.0%).
- The lowest percentage of speed-related total crashes occurred on Friday (11.2%) while the lowest percentage of fatal crashes occurred on Thursday (11.3%).

## Crash Conditions

### Speed-Related Crashes by Hour (Utah 2009)

Speed-Related Crashes								
Hour	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Midnight	165	2.2%	83	2.5%	7	6.6%	255	2.3%
1 a.m.	140	1.8%	83	2.5%	3	2.8%	226	2.0%
2 a.m.	107	1.4%	64	1.9%	3	2.8%	174	1.6%
3 a.m.	85	1.1%	41	1.2%	1	0.9%	127	1.1%
4 a.m.	120	1.6%	60	1.8%	4	3.8%	184	1.7%
5 a.m.	165	2.2%	68	2.0%	1	0.9%	234	2.1%
6 a.m.	314	4.1%	122	3.6%	3	2.8%	439	4.0%
7 a.m.	553	7.3%	174	5.1%	3	2.8%	730	6.6%
8 a.m.	631	8.3%	210	6.2%	4	3.8%	845	7.6%
9 a.m.	415	5.5%	159	4.7%	3	2.8%	577	5.2%
10 a.m.	352	4.6%	172	5.1%	5	4.7%	529	4.8%
11 a.m.	386	5.1%	149	4.4%	4	3.8%	539	4.9%
Noon	408	5.4%	177	5.2%	6	5.7%	591	5.3%
1 p.m.	341	4.5%	176	5.2%	4	3.8%	521	4.7%
2 p.m.	373	4.9%	186	5.5%	3	2.8%	562	5.1%
3 p.m.	450	5.9%	231	6.8%	9	8.5%	690	6.2%
4 p.m.	477	6.3%	225	6.7%	5	4.7%	707	6.4%
5 p.m.	501	6.6%	231	6.8%	7	6.6%	739	6.7%
6 p.m.	375	4.9%	205	6.1%	3	2.8%	583	5.3%
7 p.m.	303	4.0%	148	4.4%	6	5.7%	457	4.1%
8 p.m.	239	3.1%	109	3.2%	7	6.6%	355	3.2%
9 p.m.	265	3.5%	98	2.9%	10	9.4%	373	3.4%
10 p.m.	232	3.0%	112	3.3%	4	3.8%	348	3.1%
11 p.m.	210	2.8%	96	2.8%	1	0.9%	307	2.8%
<b>Total</b>	<b>7,607</b>	<b>100.0%</b>	<b>3,379</b>	<b>100.0%</b>	<b>106</b>	<b>100.0%</b>	<b>11,092</b>	<b>100.0%</b>



- Total speed-related crashes peaked in the morning (7:00 a.m. to 8:59 a.m.), with another peak in the late afternoon/evening (3:00 p.m. to 5:59 p.m.).
- Fatal speed-related crashes varied by hour and were highest during the 9:00 p.m. and 3:00 p.m. hours.

## Crash Conditions

### Speed-Related Crashes by Vehicle Type (Utah 2009)

Speed-Related Vehicles								
Vehicle Type	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Passenger Car	4,387	54.8%	1,834	51.0%	48	39.0%	6,269	53.5%
SUV	1,510	18.8%	736	20.5%	27	22.0%	2,273	19.4%
Pickup Truck	1,468	18.3%	600	16.7%	18	14.6%	2,086	17.8%
Van	364	4.5%	155	4.3%	8	6.5%	527	4.5%
Semi/Large Truck	201	2.5%	71	2.0%	10	8.1%	282	2.4%
Motorcycle	26	0.3%	151	4.2%	11	8.9%	188	1.6%
Bus	7	0.1%	1	0.0%	0	0.0%	8	0.1%
Other	12	0.1%	38	1.1%	1	0.8%	51	0.4%
Unknown	36	0.4%	8	0.2%	0	0.0%	44	0.4%
<b>Total</b>	<b>8,011</b>	<b>100.0%</b>	<b>3,594</b>	<b>100.0%</b>	<b>123</b>	<b>100.0%</b>	<b>11,728</b>	<b>100.0%</b>

- For total speed-related crashes, passenger car and SUV were the leading vehicle types.
- For fatal speed-related crashes, passenger car and SUV were the leading vehicle types.
- Motorcycle was overrepresented in speed-related crashes compared to other vehicle types in all crashes.
- Van was underrepresented in speed-related crashes compared to other vehicle types in all crashes.

### Speed-Related Crashes by Speed Limit (Utah 2009)

Speed-Related Vehicles								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	76	0.9%	27	0.8%	0	0.0%	103	0.9%
20-25 MPH	916	11.4%	435	12.1%	7	5.7%	1,358	11.6%
30-35 MPH	918	11.5%	487	13.6%	16	13.0%	1,421	12.1%
40-45 MPH	777	9.7%	480	13.4%	18	14.6%	1,275	10.9%
50-55 MPH	979	12.2%	461	12.8%	26	21.1%	1,466	12.5%
60-65 MPH	2,950	36.8%	1,098	30.6%	30	24.4%	4,078	34.8%
70+ MPH	815	10.2%	355	9.9%	24	19.5%	1,194	10.2%
Unknown	580	7.2%	251	7.0%	2	1.6%	833	7.1%
<b>Total</b>	<b>8,011</b>	<b>100.0%</b>	<b>3,594</b>	<b>100.0%</b>	<b>123</b>	<b>100.0%</b>	<b>11,728</b>	<b>100.0%</b>

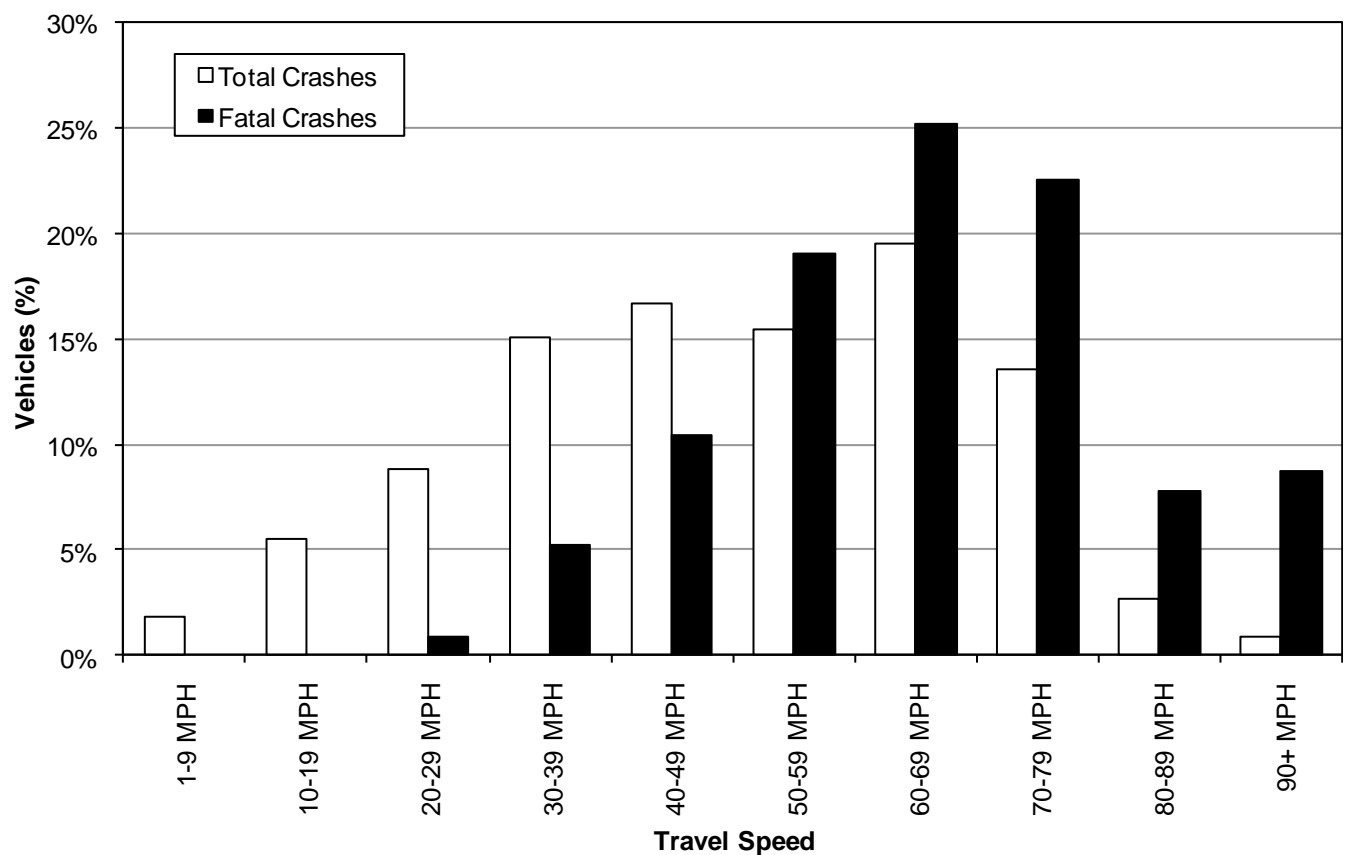
- Nearly one-half (48.4% of known) of total speed-related crashes occurred where the speed limit was 60 MPH or higher.
- Fatal speed-related crashes were more likely to occur where there were higher speed limits. Two-thirds (66.1% of known) of fatal speed-related crashes occurred where the speed limit was 50 MPH or higher.
- When compared to all crashes, speed-related crashes were more likely to occur on roads with higher speed limits.
- Studies show that a 5% increase in average speed leads to a 10% increase in injury crashes and a 20% increase in fatal crashes. A 5% decrease in speed leads to a 10% decrease in injury crashes and a 20% decrease in fatal crashes.



## Crash Conditions

### Speed-Related Crashes by Travel Speed (Utah 2009)

Speed-Related Vehicles								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
1-9 MPH	143	1.8%	42	1.2%	0	0.0%	185	1.6%
10-19 MPH	456	5.7%	105	2.9%	0	0.0%	561	4.8%
20-29 MPH	695	8.7%	204	5.7%	1	0.8%	900	7.7%
30-39 MPH	1,033	12.9%	507	14.1%	6	4.9%	1,546	13.2%
40-49 MPH	1,106	13.8%	593	16.5%	12	9.8%	1,711	14.6%
50-59 MPH	1,050	13.1%	515	14.3%	22	17.9%	1,587	13.5%
60-69 MPH	1,374	17.2%	592	16.5%	29	23.6%	1,995	17.0%
70-79 MPH	911	11.4%	452	12.6%	26	21.1%	1,389	11.8%
80-89 MPH	140	1.7%	123	3.4%	9	7.3%	272	2.3%
90+ MPH	41	0.5%	42	1.2%	10	8.1%	93	0.8%
Unknown	1,062	13.3%	419	11.7%	8	6.5%	1,489	12.7%
<b>Total</b>	<b>8,011</b>	<b>100.0%</b>	<b>3,594</b>	<b>100.0%</b>	<b>123</b>	<b>100.0%</b>	<b>11,728</b>	<b>100.0%</b>

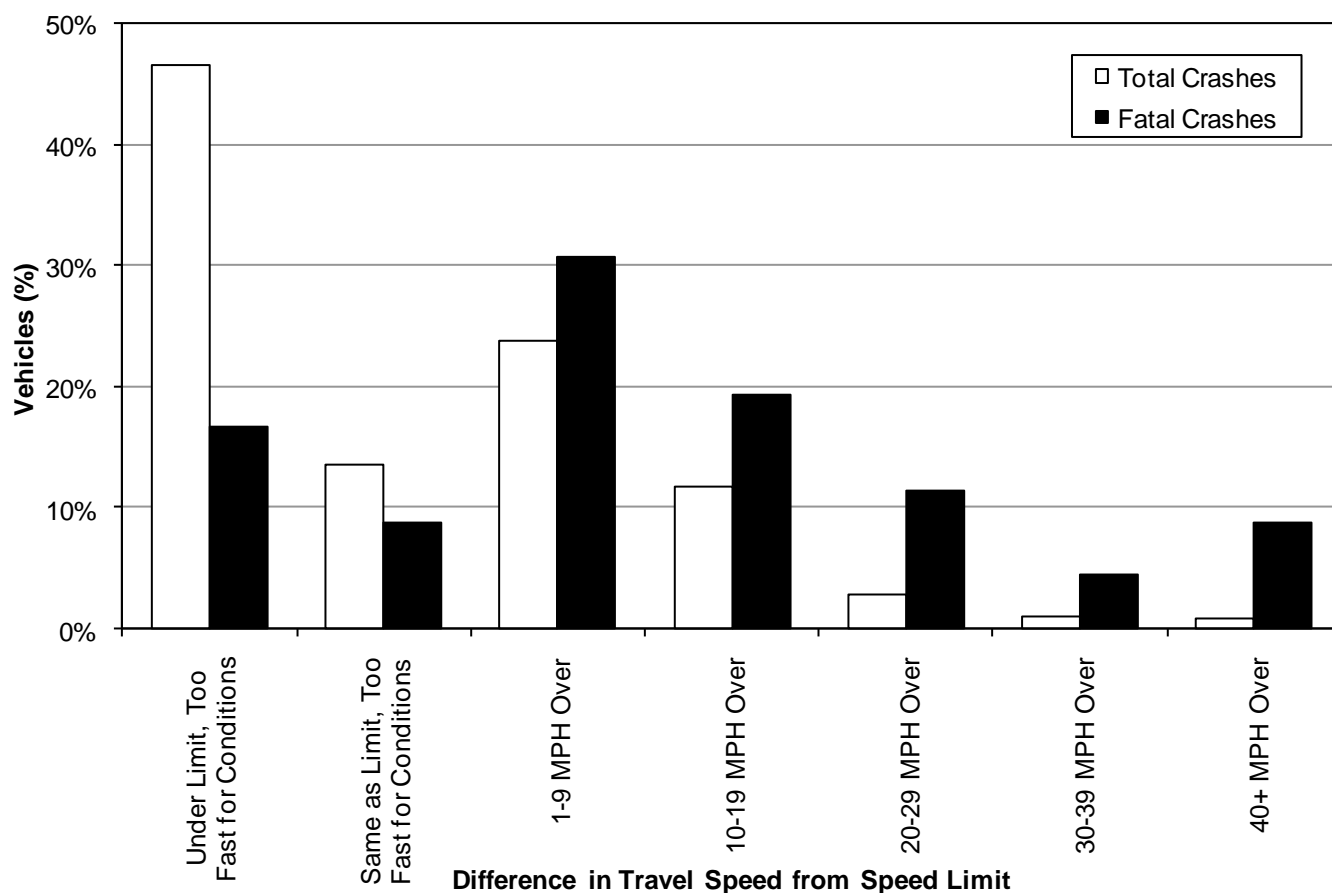


- 60-69 MPH (19.5% of known) and 40-49 MPH (16.7% of known) were the leading travel speeds of vehicles in total speed-related crashes.
- Two-thirds (64.3% of known) of vehicles in fatal speed-related crashes were traveling 60 MPH or higher.
- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds. The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more likelihood of serious injury and death.
- Drivers become increased risks to themselves and other people on the highway due to higher speeds.

## Crash Conditions

### Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2009)

Speed-Related Vehicles								
Travel Speed vs. Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Under Limit, Too Fast for Conditions	3,527	44.0%	1,143	31.8%	19	15.4%	<b>4,689</b>	<b>40.0%</b>
Same as Limit, Too Fast for Conditions	931	11.6%	414	11.5%	10	8.1%	<b>1,355</b>	<b>11.6%</b>
1-9 MPH Over Speed Limit	1,532	19.1%	825	23.0%	35	28.5%	<b>2,392</b>	<b>20.4%</b>
10-19 MPH Over Speed Limit	649	8.1%	506	14.1%	22	17.9%	<b>1,177</b>	<b>10.0%</b>
20-29 MPH Over Speed Limit	135	1.7%	138	3.8%	13	10.6%	<b>286</b>	<b>2.4%</b>
30-39 MPH Over Speed Limit	32	0.4%	55	1.5%	5	4.1%	<b>92</b>	<b>0.8%</b>
40+ MPH Over Speed Limit	35	0.4%	29	0.8%	10	8.1%	<b>74</b>	<b>0.6%</b>
Unknown	1,170	14.6%	484	13.5%	9	7.3%	<b>1,663</b>	<b>14.2%</b>
<b>Total</b>	<b>8,011</b>	<b>100.0%</b>	<b>3,594</b>	<b>100.0%</b>	<b>123</b>	<b>100.0%</b>	<b>11,728</b>	<b>100.0%</b>



- It is troubling to see that 4,021 vehicles in crashes were known to be traveling over the posted speed limit.
- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Speed-related vehicles in total crashes were more likely to be traveling too fast for conditions.
- Nearly three out of every four speed-related vehicles (74.6% where speed was known) in fatal crashes were traveling over the posted speed limit.
- Speed increases the crash energy by the square of the speeds. When impact speed increases from 40 to 60 MPH (a 50% increase), the energy that needs to be managed increases by 125%.

*Speed is the leading unsafe driving behavior that contributes to deaths.*

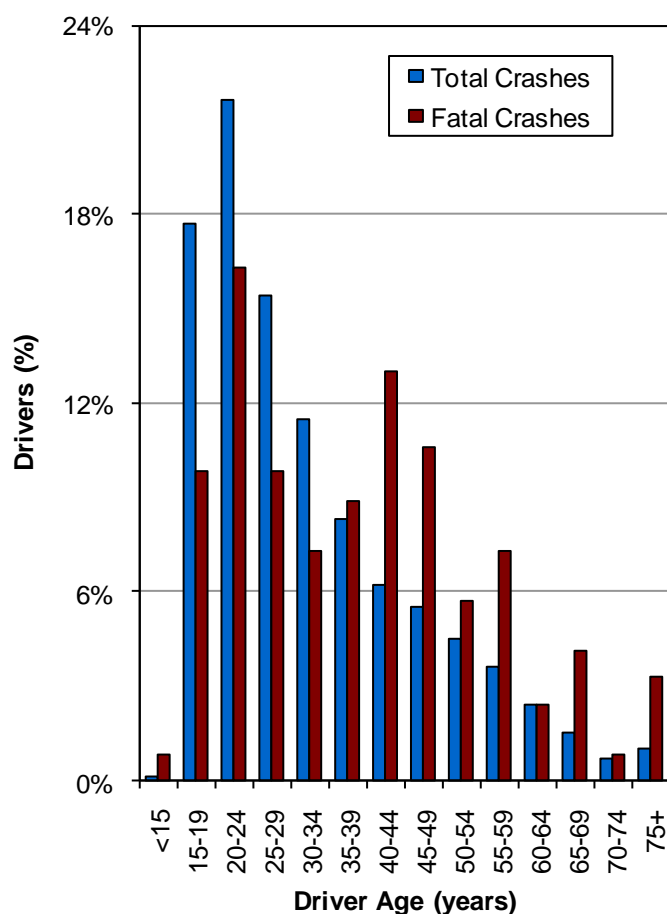
# Speed



### Did you know in 2009:

- 11,092 speed-related crashes occurred in Utah which resulted in 5,129 injured persons and 125 deaths.
- Speed was a factor in 49% of fatal crashes in 2009.
- Speed-related crashes were 2.8 times more likely to be fatal than other motor vehicle crashes.

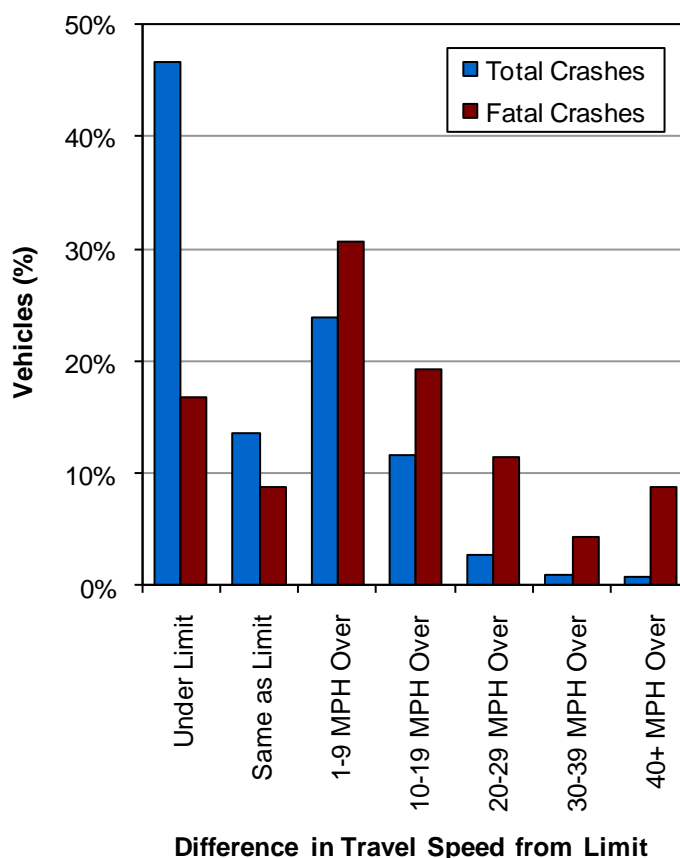
**Age of Drivers in Speed-Related Crashes (Utah 2009)**



- Drivers aged 15-24 years had the highest percentage of total speed-related crashes.

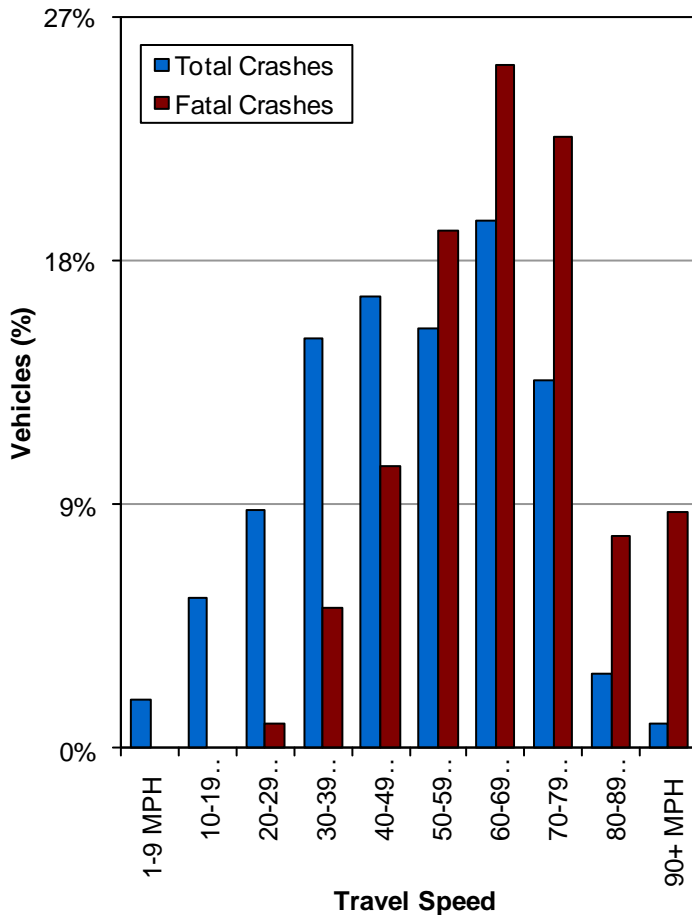


**Speed-Related Crashes by Difference in Travel Speed From Speed Limit (Utah 2009)**



- Speed-related vehicles in fatal crashes were more likely to be exceeding the posted speed limit by greater amounts.
- Drivers become increased risks to themselves and other people on the roadway due to higher speeds.

## Speed-Related Crashes by Travel Speed (Utah 2009)

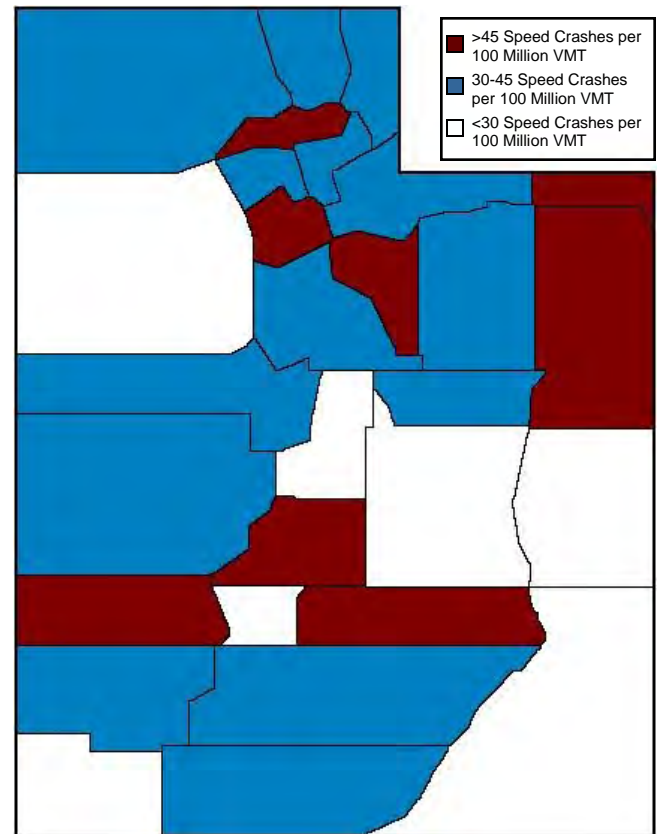


- Speed-related vehicles in fatal crashes were more likely to be traveling at higher speeds.
- The higher the speed the greater the amount of energy that must be absorbed in a crash, hence there is more chance of serious injury or death.

# Speed



## Speed-Related Crash Rates by County (Utah 2009)



- Wasatch, Beaver, Salt Lake, and Wayne Counties had the highest speed-related crash rates per miles traveled.

Speeding is one of the leading factors contributing to traffic crashes. Speeding is dangerous because it:

- Magnifies drivers' errors;
- Extends the distance necessary to stop a vehicle;
- Increases the distance a vehicle travels while the driver reacts to a situation;
- Reduces a driver's ability to steer safely around curves or objects in the road;
- Decreases the effectiveness of vehicle design features, such as seat belts;
- Reduces the stability of the vehicle structure;
- Increases the number of crashes;
- Increases the severity of crashes. For every 10 MPH over 50 MPH, the risk of death in a crash is doubled.

Drivers need to remember there is a reason for speed limits. The roadways are a dangerous place and the speed limits are designed to protect everyone—drivers, passengers, and pedestrians. The posted speed limit is the law. Slow down and obey speed limits.

